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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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SECURITY INFORMATION

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CKD Shipyard, Prague

1. The last four barges for the Czechoslovak Elbe-Oder Navigation Company (OSPLO) are being completed at the CKD Shipyard at Prague, and production is being switched to the manufacture of dredges for the USSR. Work began on the dredges in January 1953.
2. Originally the Soviet order was for dredges 14 meters wide, but it was learned that they would not be able to pass through the locks on the way to Szczecin (Stettin), so the width had to be reduced to 9 meters. The engines are supplied by Skoda. All parts for the dredges are required to be marked in the Russian language.
3. In order to fulfil the Soviet orders the shipyards have started an intensive recruitment drive for workers. In Prague there are notices in trolley cars appealing to workers to volunteer for the shipyards. Pay and working conditions are believed to be quite good.

CKD Shipyard, Usti nad Labem

4. At the beginning of March 1953 a group of military experts were seen at the CKD Shipyard, Usti nad Labem, taking over approximately 50 completed pontoons which were painted red. Further pontoons were also observed to be under construction. The pontoons consist of three parts and have a total length of eight to nine meters each. The center part is about two-and-one-half meters long and is airtight. The parts of the pontoons are welded together, not riveted.

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